

**CAPTAIN BOURKE'S STORY.****THE SINKING OF THE VICTORIA****THE ILL-FATED VESSEL'S COMMANDER TESTIFIES AT THE COURT-MARTIAL.****ADMIRAL TRYON ORDERED THE FLAG-LIEUTENANT AND AFTERWARD THE WITNESS****TO LET THE SIGNAL REMAIN "SIX"****CABLES—BOURKE'S SUGGESTIONS****FOR AVOIDING THE CAMPERDOWN.****PERDOWN.**

Valletta, Malta, July 17.—The court-martial appointed to try Captain the Hon. Maurice A. Bourke, Staff Commander Hawkins-Smith, and the surviving officers of the British battleship Victoria, which was sunk in collision with the British battleship Camperdown at Tripoli, Syria, on June 23, opened to-day on the Hibernia, the flagship of Rear-Admiral Richard E. Tracey, A. M. S. P. The court-martial was the principal witness of the day.

Captain Bourke repeated the story of the accident as already told in these dispatches. In substance, he said that he and Staff Commander Hawkins-Smith went to Vice-Admiral Tryon's cabin and received their orders from him as to the manoeuvres to be carried out. Captain Bourke repeated the conversation that then took place regarding the distance from one another to be observed by the ships, and told how the Vice-Admiral, after having originally fixed the distance at six cable-lengths, agreed with the suggestion of the Staff Commander that it should be eight cable-lengths. Subsequently, when the signals were set, the flags designated six cable-lengths.

Prosecutor Winslow asked the witness: "When Staff Commander Hawkins-Smith suggested to Vice-Admiral Tryon that eight cable-lengths would be the better distance in which to form the columns than six cable-lengths, did you say anything in regard to the subject?"

Captain Bourke answered: "No."

He then stated that after the conversation in the Admiral's cabin, Sir George Tryon went out and sat on the sternwalk. Fleet Lieutenant Gifford came to the witness and said that the staff commander had told him that "eight cables" was to be signalled. Captain Bourke reminded Vice-Admiral Tryon that he certainly had said the distance ought to be more than six cable-lengths.

The Admiral turned to Lieutenant Gifford and said: "Leave it six."

Lieutenant Gifford then left the cabin. Captain Bourke and Vice-Admiral Tryon remained together.

Captain Bourke at first declined to say what passed between them after Lieutenant Gifford left them. The president reminded the witness that he must make a full statement, otherwise he would incriminate himself.

Captain Bourke then said that he called Sir George's attention to the fact of the Victoria's turning in a circle of 800 yards. The Admiral replied: "Let it remain at six cables."

Captain Bourke then went on to say:

UNWILLING TO TELL A ONE-SIDED STORY. Captain Bourke displayed extreme reluctance to say what passed between himself and Admiral Tryon, on the ground that, if he had lived, might have qualified the report of the conversation. In replying to further questions put by the prosecutor, he said that he was atop the two alarmhorns when the first signal was hoisted. He did not then say anything to Admiral Tryon, who was talking jovially with the staff commander about other matters. He did not remember about the signal to turn inward being hoisted. He explained that the Victoria's turning diameter at the ordinary speed of the fleet was just under 800 yards, with the extreme heel of thirty-five degrees, and gave an estimated circle of 800 yards. The Camperdown's turning circle was practically the same.

TRYON MADE NO REPLY TO THE SUGGESTION. Captain Winslow, the prosecutor, did not ask any question to reverse the port screw when the signal was hoisted.

Captain Bourke—Directly after the signal was hoisted and the helm was put over, the ship having swung about two points with the extreme helm, I addressed the Admiral thus: "We shall come very close to the Camperdown." I then turned to my addresser, Mr. Winslow, and told him to tell the Camperdown's distance. To the fact of my recollection, when I addressed the Admiral he looked up, but made no reply. After I spoke to Langton, I called the remark to him: "We had better do something, we shall come very close to the Camperdown." At this time we were turning.

Receiving no answer, I again addressed the Admiral, repeating quickly two or three times: "May I go astern full speed with the port screw?" At last the Admiral said yes.

The port screw was immediately started full speed. Very shortly afterward I ordered both screws full speed astern. I cannot say exactly what was the relative bearing of the two vessels, but the Camperdown came within on the starboard bow. We had turned eight points. The approximate time between hauling down the signal and the collision was three and a half to four minutes. At the moment of the collision the Victoria was under way, and the Camperdown was under way. I cannot say, however, what the engines were doing. The ship's way had not been checked appreciably. Directly after the collision the engines were stopped.

**ACCOUNTING FOR THE GREAT LOSS OF LIFE.**

Captain Bourke was examined at great length concerning the Victoria's bulkheads. He explained, with the aid of models, exactly what was done, and what was the nature of the damage. He gave an order, he said, to close the gunports, but thought that it was not executed. The commander-in-chief had at once hailed the Camperdown and had ordered her to go astern. Everybody had come up from below, except the poor fellows in the engine-room. The witness had been the last one to come up. He had heard no order to abandon the ship, and he did not know that any order had been given for the engineers to come up. He should say that ten minutes had elapsed between the collision and the sinking. The greatness of the mortality had been partly due to the fact, he thought, that many stokers and marines were unable to swim. "Nobody believed the end was so near," continued Captain Bourke. "I myself did not suppose that the vessel would turn over."

After describing the splendid behavior of the men, and the wonderful self-control displayed by them when they fell in on deck, Captain Bourke said: "I believe the commander gave no orders. Just at the last Lieutenant Heath gave the order to jump. His words were, 'Save your pants!'"

**THE PLUNGE TO THE BOTTOM.**

Roughly estimated, the witness said, the Victoria was sixty fathoms long. He thought she must have struck bottom in going down head first. The shock of striking bottom was so tremendous as to cause her boilers to go to pieces. Then there came a great swirl of water, carrying up and over wreckage which struck the men in the water. None knew what struck them. Captain Bourke said he could not but think that some of the men were caught by the sea when she turned over. His impression was that the Victoria turned straight over to starboard. After describing at greater length the perils of the men stranded down in the swirl and battered by the wreckage, which rendered swimming exceedingly difficult, Captain Bourke expressed the opinion that more would have been saved had the Victoria sunk gradually instead of suddenly turning over. As it was, he said, the men on the starboard side had only a remote chance of getting clear.

Captain Winslow, the prosecutor, asked the survivors if they objected to anything in Captain

**BOURKE'S NARRATIVE OF THE DISASTER, OR IF THEY HAD CHARGES TO MAKE AGAINST ANY ONE. ALL THE SURVIVORS ANSWERED "NOTHING."****THE OFFICERS COMPOSING THE COURT.**

The president of the court-martial is Vice-Admiral Sir Michael Calme-Seymour, of the cruiser Hawke, who succeeded Vice-Admiral Sir George Tryon as commander-in-chief on the Mediterranean Station. Rear-Admiral Tracey, the vice-president, Captain Alfred Leigh Winslow, by order of the Admiralty, appeared as prosecutor. The other officers who had been detailed as members of the court were Captain Charles Johnstone, of the Camperdown; Captain William A. D. Acland, of the Colossus; Captain Robert E. Hamlyn, of the Triumph; Captain William A. D. Acland, of the Edgar; and Captain E. F. Jeffreys, of the Hood. The Judge-Advocate is Secretary Rickard, private secretary to Vice-Admiral Calme-Seymour.

Captain Bourke took exception to Captain Johnstone and Acland sitting on the trial, basing his objection to them on the fact that they had been present at the time of the disaster, and on the further fact that they had been members of the court in behalf of the prosecution. The court allowed the objections, and Captain Johnstone and Acland were replaced by Captain Gerald C. Langley, of the Archibutean, and Captain Richard C. Canning, of the Phoenix. Captain Bourke then objected to Captain Canning on the same grounds. This objection also was allowed, and Captain Charles George Robinson, of the Trafalgar, was appointed in place of Captain Canning.

The trial opened with the reading by Judge-Advocate Rickard of the first dispatch sent by Rear-Admiral Markham, whose flag was on the Camperdown at the time of the disaster, announcing the loss of the Victoria to the Admiralty; and the subsequent dispatches forwarded by the Rear-Admiral. A letter written by Rear-Admiral Markham on July 1 was also read. In this letter the minor points in the dispatches were corrected, and the statement was made that in reply to Vice-Admiral Tryon's question: "What are you waiting for?" signalled after the Vice-Admiral saw that his own flag was not being obeyed, Rear-Admiral Markham had signalled that he did not quite understand the Vice-Admiral's order.

The Judge-Advocate also read a letter addressed to Rear-Admiral Tracey, in which Captain Bourke said that in his opinion the engines of both the Victoria and Camperdown were not three-quarters instead of full speed astern before the collision. Captain Bourke, in this letter, said he concluded that the telegraph indicators in the engine-room deviated from the indicator on the bridge, and thus the signal from the bridge had been misread by the engine-room watch.

The Judge-Advocate also read a letter addressed to Rear-Admiral Tracey, in which Captain Bourke testified that the last time the Victoria was in the dockyard her watertight chambers and scuttles were in perfect order.

**ADMIRAL TRYON ON LITERAL OBEDIENCE.**

It is reported this evening that last January Admiral Tryon issued an order to the effect that when the literal obedience of a signal would cause a collision or any other disaster, the officers in command of the vessels involved should act upon their own responsibility to avoid danger. Risks justified in the case of the Admiral are reported to have said, were not justifiable in the case of the ships.

**TWO SIAMESE FORTS TAKEN.****SUCCESS OF THE FRENCH ON THE UPPER MEKONG RIVER.**

SAIGON, July 17.—The troubles between the French and Siamese on the Mekong River continue. A body of French marines have captured the forts at Donthane and Taphom, on the Upper Mekong. The French loss in the assault was six killed or wounded. The Siamese lost heavily in both engagements.

**SIAM PROPOSES A SUSPENSION OF HOSTILITIES.****A SIAMESE ATTACK ON ANNAMITE MILITIA.****REPEATED POLICY OF THE FRENCH CABINET.**

SAIGON, July 17.—The French cabinet has decided to continue its policy of non-interference in the Siamese-Siam dispute.

Paris, July 17.—M. de Lamoignon, Governor-General of French Indo-China, telegraphs to the Foreign Office that a detachment of Siamese troops attacked a reconnoitering force of Annamite militia on July 5 at Anake. The Siamese were repulsed with great loss. One of the Annamites was killed. The people everywhere in the Laos district, which lies to the northward of Siam proper, are, according to the dispatch, siding with the French.

A Council of Ministers has been held to decide on the replies to be made to the interpellations of Deputies Camille Dreyfus and Francis Flourens on the Upper Mekong River.

The Chamber may intend to interfere with Siamese independence. At the same time, they decided they should insist that the treaties between France and Siam be respected.

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**WAS IT HYDROPHOBIA?****MISS RYAN DIES IN CONVULSIONS AT ASBURY PARK.****SHE HAD BEEN BITTEN BY A PET DOG—ALL THE SYMPTOMS OF RABIES PRESENT DURING HER ILLNESS.**

Asbury Park, July 17.—Miss Lizzie Ryan, aged nineteen years, daughter of A. J. Ryan, a manufacturer of patent medicines at Newark, died at her home on Saturday morning from the result of a bite of a pet dog, which occurred early last April. The wound was very slight and caused no blood to flow, and for this reason it was not cauterized. Early on Friday last the young lady complained of feeling ill, and despite all the efforts of the attending physicians she died early this morning in convulsions. It took the combined strength of two men to hold the sufferer down on her bed and her cries were most piteous. Early on Saturday Miss Ryan showed signs of hydrophobia, she being so much afraid of dogs and water that she refused to speak the words uttered were similar to those made by a dog. When Miss Ryan called upon Dr. J. H. Ryan, the family physician, on Friday, she said her head felt "funny." Dr. Ryan thought she was suffering from a slight cold, and prescribed accordingly. On Friday night Miss Ryan grew worse and the doctor was not upon his arrival he found her in a most dangerous condition, suffering from a cold, but from what seemed to be rabies. The doctor had witnessed several such cases and quickly recognized the symptoms. To test the case Dr. Ryan attempted to give the patient some liquid medicine. The sight of this immediately threw the sufferer into convulsions. On Saturday she rallied a little, and when she attempted to converse with her parents her mutterings were those of a whining dog.

On Saturday night Miss Ryan began to sink rapidly, and at 7 o'clock this morning she died. One of the most faithful watchers at the girl's bedside was Matthew Applegate, the twenty-one-year-old son of William Applegate, proprietor of the Atlanta Hotel. Young Applegate had been engaged to Miss Ryan, and he was so much attached to her that he was unable to leave her side during her illness. While attempting to hold her suffering girl down upon her bed he received a scratch on his face, which he thought was a mere scratch, but which proved to be the wound cauterized, but he would not leave his fiancée's bedside until she died. He then had the wound cauterized and it was one of the severest cases of hydrophobia that he ever witnessed. Dr. Ryan, who was called in on Saturday, testified that the last time the Victoria was in the dockyard her watertight chambers and scuttles were in perfect order.

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